

The Hongkong Telegraph

WEATHER FORECAST
FAIR.
Barometer 30.06

October 31st, 1912, Temperature a.m. 75, p.m. 84; Humidity 88, 50.

(ESTABLISHED 1881)
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October 31st, 1911, Temperature a.m. 78, p.m. 76; Humidity 78, 85.

No. 8982

三廿月九年子壬

FRIDAY, NOVEMBER 2, 1912

五拜禮

號一月一十英港香

TELEGRAMS.

THE WAR.

THE SULTAN'S BLESSING.

Router's
(Service to the "Telegraph.")
London, October 31.
The despatches from Nazim Pasha have revived the spirits of the authorities in Constantinople. The Sultan telegraphed yesterday evening his congratulations on the success, adding:—"May the good God make you worthy of His clemency and the favour of the Prophet. May blessings be showered upon you in this world, as they surely will be in the next."

Apart from Nazim Pasha's telegram, the sole information yesterday evening in regard to the great battle was a Bulgarian despatch announcing the opening of the bombardment of the North-Western front of Adrianople at 1.30 on Tuesday morning, the Turks replying feebly.

THE BIG BATTLE.

Fresh Bulgarian reserves, mostly without uniforms, arrived during the night. The fight moved forward, opening fire at eight o'clock yesterday morning. Ninety minutes later the infantry advanced. Simultaneously the Bulgarian Eastern Army attacked the Turks by the River Ergene.

Silence ensued after this message till a message from Router's correspondent at Sofia announcing a Bulgarian victory and the capture of Luleburgas, which is the key to the Turkish second line of defence, extending westward to Demotika. Whether the Turks are wholly defeated is not yet clear. They may make a stand at Chiorlu.

A BLOW TO TURKEY.

The Bulgarian silence regarding the battle has been broken by the following message from Router's correspondent at Sofia, received this morning:—"After two days' fighting, the Bulgarian Army completely defeated the Turkish principal Army, which retreated in disorder."

DETAILS OF BATTLE.

A correspondent of the "Reichspost" with the Bulgarians states that the arrival of the reservists released three brigades of General Ivanoff's army from the investment of Adrianople.

The battle began on both wings with an attack by two large Bulgarian groups on the right wing, with which the bulk of the cavalry was operating in the direction of Luleburgas and Chiorlu. Strong columns marched via Haisa and Halapje to the south of the Ergene River. The Bulgarians were driven back northwards at Tolidikeni. The advance of the eastern group was delayed by the thick woods and the impassable roads which the rains had converted into a morass, but the general advance was subsequently resumed.

The other columns marched via Midia in the direction of Sultanbagche Islandia.

EXPLAINING A DEFEAT.

Router's correspondent at Constantinople reports that an uncensored telegram states that among the reasons advanced for the Turkish disaster at Kirk Kiliseh are the bad example of the Christians in the ranks, the flight of the Redifs who are not yet armed, the failure of the commissariat in consequence of which the troops were for three days fed on flour and water, the insufficiency of officers due to the Government retiring officers risen from the ranks, the inefficiency of the intelligence department, and disorganisation in the supply of munitions, some of the soldiers having rifles and not cartridges and others having cartridges and not rifles.

TELEGRAMS.

THE WAR.

TURKS ACCUSED.

Router's
(Service to the "Telegraph.")
London, October 31.
Official statements issued in Sofia accuse the Turks of burning villages, exterminating Bulgarian inhabitants, and torturing Bulgarian prisoners.

Similar allegations are made from Athens with reference to the Greek villages in the Epirus.

TROUBLE AT HOME.

The Turks accuse the Bulgarians of burning Mohammedan villages, from which thousands of refugees have arrived at Constantinople, thus complicating a situation already disquieting on account of the presence of thousands of starving Redifs.

There are also rumours of a Unionist plot against the Government and martial law is being applied more strictly.

A PEACE BASIS.

A message from Router's correspondent at Sofia says that the official journal "Mer" states that if Europe is anxious for lasting peace the formula of the status quo must be forgotten. It is offensive to the brave armies of the allies, after their glorious victories and sanguinary sacrifices. The war has radically modified the situation.

A LESSON TO BRITAIN.

Mr. Churchill, speaking at Sheffield, said that the Powers, without exception, were striving to effect a settlement in the Balkans which would make another war impossible. This spontaneous explosion in the Balkans was a lesson to Great Britain to be patient, circumspect and peace-loving. That was not enough. We must be strong, self-reliant and united.

TURKISH BOMBARDMENT.

Router's Constantinople correspondent says it is rumoured that the Turkish Fleet has bombarded Burgas and that troops have been landed.

MAIN ARMY ROUTED.

Router's correspondent at Sofia wires that three days' battle at Luleburgas, eastward to Serai, over a front of 50 kilometres, ended in the total rout of Nazim Pasha's main army.

The Turks lost very heavily and fled in disorder towards Chiorlu.

BULGARIAN CAPTURES.

Router's correspondent at Sofia states that the Bulgarians in the battle with the Turks drove the latter from their fortified positions and are now pursuing them.

ROUMANIAN ANXIETY.

Router's correspondent at Bukharest states that the people are anxious owing to the requisition of vehicles but it is announced that this is only in consequence of transport experiments. The Government is sending field hospitals to Bulgaria and Turkey.

EFFORTS OF THE POWERS.

Later.
During question time in the House of Commons, Sir Edward Grey stated that the Powers had communicated one with the other regarding varying aspects of the Balkan situation resulting from the progress of the war, but it was not advisable at present to make any statement respecting the policy of Britain and the other Powers, who, he was glad to say, were continuing in concerted action. The House would appreciate the difficulty of stating the Government's own views at a time when its primary object was to keep in touch with the others and to promote agreement between them. He knew nothing likely to check the prospects of peace as soon as the military situation made peace possible.

TELEGRAMS.

THE WAR.

PEACE?

Router's
(Service to the "Telegraph.")
London, November 1.
Router's correspondent at Constantinople, wiring under today's date, says that at 12.50 in the morning grave news was received from the front.

The Cabinet is still sitting, and it is believed the question of peace is being considered.

"THE CHIEF SCOUT."

MARRIED TO MISS SOAMES.

London, October 31.
General Sir Robert Baden-Powell, Chief of the Boy Scouts, was married to-day to Miss Olave Soames, daughter of Mr. Harold Soames, at Parkstone, Dorset.

LIEUT BECKER.

APPEAL MAY LAST A YEAR.

London, October 31.
The appeal against the sentence of electrocution passed on Lieut. Becker, of the New York Police, may occupy a whole year.

THE CHINESE REPUBLIC.

AN UNPOPULAR POST.

(From Chinese Sources.)

Peking, October 31.
Chan Hoke-hsi, Minister of Finance, is determined to resign. President Yuan is reported to have agreed to accept his resignation.

TOO LATE?

President Yuan has issued an order directing the Mongolians in Inner and Outer Mongolia to elect their representatives to proceed to Peking within this year as a proof of their adherence to the Republican Government.

THE QUEUE AND THE VOTE.

Shanghai, October 31.
Chan Chee-chui, Governor General of Shantung, has begged the Government to deny the franchise to those with queues. President Yuan, in reply, states that the right of voting must be decided on sound principles, and the cutting of queues has no bearing on the matter. However, the Governor General is directed to advise the people to discard their appendages.

SURVEYORS WANTED.

Dr. Sun Yat-sen has telegraphed to President Yuan begging him to direct the Governors General of the various provinces to despatch railway surveyors in connection with his railway scheme.

HONOUR ACKNOWLEDGED.

President Yuan has telegraphed to the Committee of the American Exhibition thanking them for the honour of hoisting the Chinese Republican flag at the firing of salutes.

RUSSIAN TROOPS RECALLED.

Peking, October 31.
Sun Siu-lin, Governor General of Hei-lung-kiang, has telegraphed to the Cabinet that Russia recalled her troops stationed in the Far East on the 20th inst.

MINISTER TO PARIS.

The French Minister at Peking has replied to the Chinese Government recognising Wu Wai-tak as Chinese Minister at Paris.

COMING EXHIBITION.

The Ministry of Labour and Commerce intends to hold an exhibition sometime next year.

TELEGRAMS.

U.S. VICE-PRESIDENT.

DEATH OF MR. SHERMAN.

Router's
(Service to the "Telegraph.")
London, October 31.
The death is announced of Mr. James S. Sherman, Vice-President of the United States.

SKETCH OF CAREER.

James Schoolcraft Sherman, Republican, of Utica, N.Y., Vice-President of the United States, was born in the city of Utica, October 24, 1855; his father, Richard U. Sherman, also born in Otsego County, N.Y., was by profession an editor and also prominent in public life. Mr. Sherman was educated in preparatory schools and Hamilton College; studied law, and was admitted to the bar and practised until 1906. He was married in 1881 to Carrie Babcock, at East Orange, N. J.; three sons, Sherrill, Richard U., and Thomas M., are living and in business at Utica. Mr. Sherman was president of the Utica Trust and Deposit Company and was interested in several other business enterprises; was a regular attendant of the Dutch Reformed Church of Utica, treasurer of the church, and chairman of its board of trustees; was a member of the Fort Schuyler Club, of Utica, the Metropolitan Club, of Washington, and also a member of the Royal Arcanum and of the Order of Elks; was a trustee of Hamilton College, which gave him the degree of LL. D.; was also a member of the Union League, Transportation, and Republican clubs of New York City. Mr. Sherman presided over the New York State conventions of 1895, 1900, and 1908; was elected Mayor of Utica in 1884; delegate to the Republican national convention in 1892; was chairman of the National Republican Congressional committee in 1906; has made frequent appearances in campaigns, not only in his own district but throughout the United States. He was elected to the Fifty-fifth, Fifty-sixth, Fifty-seventh, Fifty-eighth, Fifty-ninth, and Sixtieth Congresses. In the course of his twenty years' service Mr. Sherman became one of the prominent members of the House, in his last term being a member of the Committee on Rules. His principal work however, was done on the Committee on Interest and Foreign Commerce and on Indian Affairs, of the latter of which he was chairman. He was frequently mentioned for Speaker of the House, but never made an active canvass for the place. As a presiding officer his ability was recognized in both branches of Congress. Mr. Sherman was elected Vice-President on the ticket with William H. Taft, receiving 321 electoral votes to 162 for John W. Kern, of Indiana, and entered upon the duties of the office at noon, March 4, 1909.

THE U. S. NAVY.

SUPER-DREADNOUGHT LAUNCHED.

London, October 31.
The U.S. super-dreadnought, New York has been launched at Brooklyn. Her armament will consist of ten 14 inch guns and her speed will be 21 knots.

BANK OF FRANCE.

DISCOUNT RATE RISES.

London, October 31.
The Bank of France rate of discount is now 4 per cent.

TELEGRAMS.

HOME RULE.

CONCESSION TO MINORITIES.

Router's
(Service to the "Telegraph.")
London, October 31.
An unexpected development took place during the debate on the Home Rule Bill to-night, Mr. Asquith introducing an important amendment of Clause 8, which provided that the Irish Senate should be composed of 40 members who should be nominated in the first instance by the Imperial Parliament for eight years, one-fourth retiring in alternate years, the vacancies being filled by the Irish Government by nomination.

According to the modification, the first Senate will be appointed as originally suggested, but vacancies will be filled up by election on the basis of proportional representation by the Provinces. Mr. Asquith emphasised that the purpose of the Senate was to secure adequate representation of the minority and an amendment was necessary for that objection.

The debate was adjourned to enable the Opposition to consider the modification.

MINNESOTA AFFAIR.

(Continued from page 4.)
abreast of No. 4 hatch on the port side of the spardeck. That was about 11.15. He was breathing heavily but did not seem in any pain. He lived about ten minutes longer. Witness went to open the dispensary and whilst doing so deceased died. Witness ascertained the man was dead and they left him there until the police took charge. They immediately signalled for the police. The plan produced was the official plan of the ship. The ship was lying at the Company's buoy off Stonecutters Island. She was in the waters of this Colony and was flying the American flag. They made the official police signal and they burned blue lights. He could not say exactly when the police arrived.

Inspector Kerr said he was in charge of the water police station and in consequence of information went on board the s.s. Minnesota. He received the information at 3.50 a.m. and got on board about 4.40 a.m. He went along and saw the captain and then went along with the captain and the chief officer to the dispensary and there he saw the body of the deceased. When L. S. 48 arrived with the dead box witness handed the body over to him and he took it away. Witness saw the accused in a room in an alleyway and he asked accused where he kept his knife. He did not caution him. Accused said his knife was in a box forward in the refrigerating room. He then told him the man he had had trouble with was dead. He replied "I am very sorry to hear it." The accused was cautioned in the ordinary manner and he said he could only tell the truth when the time arrived. Deceased was charged by Sergeant Caygill, the station sergeant. Witness went forward and found the knife in a small box in the refrigerating chamber. There was a piece of copper wire between the blade and the handle to save the blade from slipping. Accused was cautioned at the station, and then said "I am not guilty." The statement was produced.

The Chief Officer, recalled, said that when accused was placed under arrest on the ship, before the police arrived, he was dressed in blue overalls. The small pocket in the trousers was used for small tools used by mechanics.

Mr. Hodgson asked for the charge of murder to be withdrawn and manslaughter substituted.

Accused was committed to the Social Sessions on Monday on a charge of murder.

TELEGRAMS.

UGANDA'S PROGRESS.

NEEDS OF THE FUTURE.

Router's
(Service to the "Telegraph.")
London, October 31.
Mr. Taylor, the new Manager of the Uganda Railway, inspected the Manchester Canal methods of handling cotton seed at the docks and thereafter was entertained to lunch by the Executive of the Cotton Growing Association.

In the course of a speech, Mr. Taylor said Uganda's rapid increase in the production of cotton, grain, etc., was likely to tax the Uganda Railway and the port of Kilindini and it would be necessary to adopt a far-sighted policy for the future development of the Railway and the port.

JOCKEY CLUB CUP.

A STARTLING RESULT.

London, October 31.

The race for the Jockey Club Cup at Newmarket to-day, over a distance of two miles, two furlongs, 35 yards, resulted as follows:—
Aleppo..... 1.
Prince Palatine..... 2.
Only two started, and Aleppo won handsomely by six lengths. The betting was 20 to 1 against Aleppo and 20 to 1 on Prince Palatine.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Bank of France rate of discount is now 4 per cent.

The U. S. super-Dreadnought New York has been launched at Brooklyn.

It is rumoured that the Turkish Fleet has bombarded Burgas and that troops have landed.

The death is announced of Mr. James S. Sherman, Vice-President of the United States.

Genl. Sir B. S. Baden Powell, the Chief of the Boy Scouts, has been married to Miss Olave Soames.

The appeal against the sentence of electrocution passed on Police Lieut. Becker may occupy a whole year.

There are rumours of a Unionist plot against the Government in Constantinople, and martial law is being applied more strictly.

Aleppo secured a sensational win over Prince Palatine in the race for the Jockey Cup at Newmarket, there being only two starters.

After a three days' battle between the Turks and the Bulgarians, Nazim Pasha's main army was totally routed and, losing heavily, fled in disorder.

The Turks accuse the Bulgarians of burning Mohammedan villages from which thousands of refugees are arriving in Constantinople, where there are already thousands of starving Redifs.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Mr. Churchill, in a speech at Sheffield, said the spontaneous explosion in the Balkans was a lesson to Great Britain to be ready for all eventualities. We must be strong, self-reliant and united.

The Turks are accused of burning villages, exterminating Bulgarian inhabitants and torturing Bulgarian prisoners. Similar allegations are made in reference to the Greek villages in Epirus.

Mr. Asquith has announced an important modification of the clause in the Home Rule Bill concerning the composition of the Senate, in order to secure adequate representation of the minority.

Among the reasons given by the Turks for the defeat at Kirk Kiliseh are the bad example of the Christians in the ranks, the failure of the commissariat and disorganisation in the supply of munitions.

The Sultan of Turkey, in congratulating Nazim Pasha on a victory, wired:—"May the good God make you worthy of His clemency and the favour of the Prophet. May blessings be showered upon you in this world as they will surely be in the next."

In the House of Commons, Sir Edward Grey made a reference to the Balkan situation, saying that Britain and the other Powers were continuing in concerted action, and he knew of nothing likely to check the prospects of peace as soon as the military situation made peace possible.

LOCAL.

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On Wednesday the premises

174 Des Vaux Road were burgled and \$30 stolen. The robbers got in by lifting a door out of its socket.

It was stated at the Summary Court this morning that a man who had told Mr. Russ that the defendant in a case was dead had been found to be the defendant himself.

Two men were charged with being in unlawful possession of lottery tickets and the first man with offering a bribe to a revenue officer; at the Police Court, this morning. The case was remanded bail being allowed in \$1,000 and \$50 respectively.

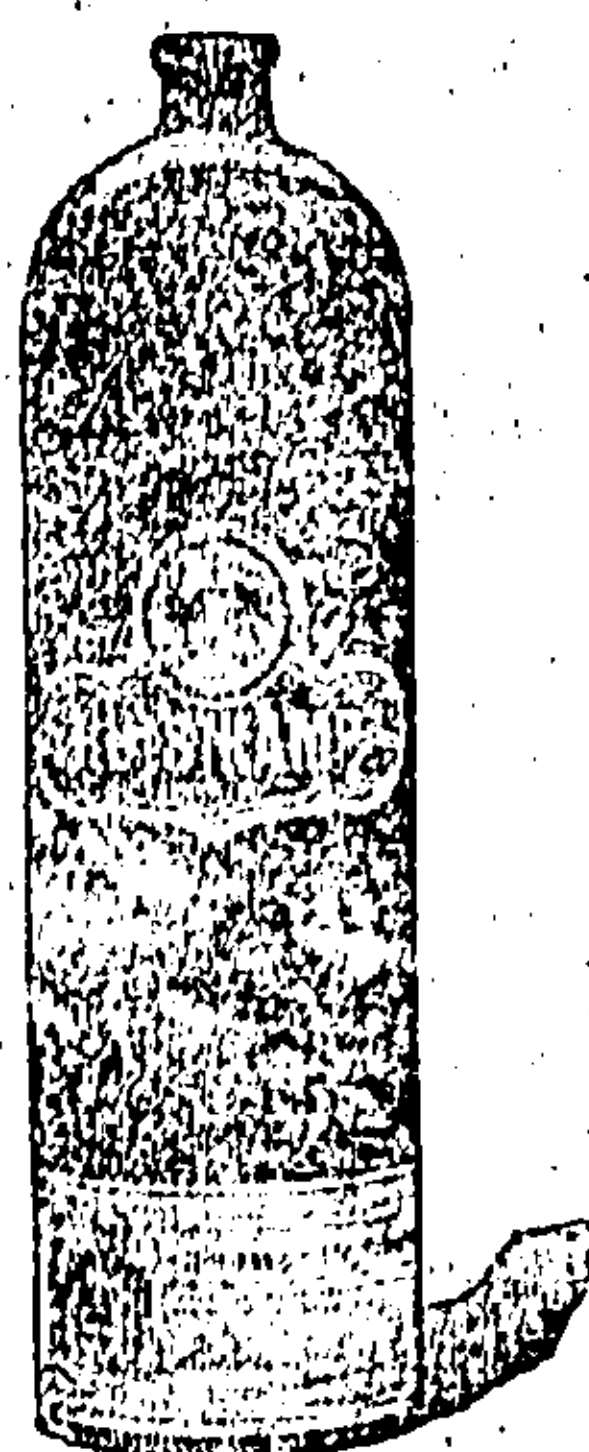
The man and the woman charged with robbing some of the stolen specie from s.s. Hongkong appeared before Mr. Melbourne at the Police Court to-day and the man was sent to goal for three months whilst the woman was discharged. It was stated that the man was paid \$500 for taking two men from the ship to Ysamat.

This morning an enquiry was held at the Marine Court into the circumstances surrounding the loss of the s.s. Doone Castle at Keelung. As a result, all concerned were exonerated from blame, and the captain was commended for good seamanship in getting the ship out of the narrow waters of the harbour. The manager of the ship was also commended.

Notice



**FINEST OLD DUTCH
GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

**\$14.00 per Case of 12 Quarts
INCLUDING DUTY.**

**SAMPLE BOTTLES FREE
LIQUEUR GLASSES**

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**to regular buyers on application
to the**

SOLE AGENTS FOR SOUTH CHINA.

MAC EWE, FRICKEL & CO.,

4, DES VOEUX ROAD



1, WYNDHAM STREET (Floor St.) ESTABLISHED 1900.

DRAGON CYCLE DEPOT

The **LAST WORD** in Motor Cars "THE OVER-
LAND," America's Best, a **THOROUGHLY HIGH**
CLASS well finished car, at a moderate price.

Sole Agent

DRAGON CYCLE DEPOT.

Entertainment

**THEATRE ROYAL
THE ORIENTAL THEATRICAL
COMPANY OF MANILA, P.I.
PRESENTS**

**FERRIS
HARTMANN
AND HIS
ALENTED COMPANY,
INCLUDING
MISS "MUGGINS" DAVIES
AND**

WALTER DE LEON.

**IN A REPERTOIRE OF
NEW MUSICAL COMEDIES.**

Saturday, Nov. 2.

Monday, Nov. 4.

Tuesday, Nov. 5.

Wednesday, Nov. 6.

Thursday, Nov. 7.

Friday, Nov. 8.

Saturday, Nov. 9.

Sunday, Nov. 10.

Monday, Nov. 11.

Tuesday, Nov. 12.

Wednesday, Nov. 13.

Thursday, Nov. 14.

Friday, Nov. 15.

Saturday, Nov. 16.

Sunday, Nov. 17.

Monday, Nov. 18.

Tuesday, Nov. 19.

Wednesday, Nov. 20.

Thursday, Nov. 21.

Friday, Nov. 22.

FOR SALE

BOX'S EXCHANGE TABLES

1/8 To 1/10

APPLY

"HONGKONG

TELEGRAPH.

FOR SALE.

OLD CHINA CUPBO.

A fine lot of China Vases

1. A large blue (Ming Dynasty)

2. A large blue (Ming Dynasty)

3. A large blue (Ming Dynasty)

4. A large blue (Ming Dynasty)

5. A large blue (Ming Dynasty)

6. A large blue (Ming Dynasty)

7. A large blue (Ming Dynasty)

8. A large blue (Ming Dynasty)

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14. A large blue (Ming Dynasty)

15. A large blue (Ming Dynasty)

16. A large blue (Ming Dynasty)

17. A large blue (Ming Dynasty)

18. A large blue (Ming Dynasty)

19. A large blue (Ming Dynasty)

Notices

**THE LEEDS FORGE CO.,
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK
of every description.
Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL
STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in
Hongkong and China
**THE TAIKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.**
Agents,
BUTTERFIELD & SWIRE.
Hongkong, 23rd September, 1911. 42

DO NOT LOOK

**WORRIED THINKING WHAT TO SEND HOME
FOR CHRISTMAS.**

FINEST HANKOW TEA.
5 lbs. net.....\$9.00
7 lbs. net.....\$11.00
10 lbs. net.....\$15.00
CHOW CHOW.
1 Doz. 5 lbs. jars.....\$11.00
1 Doz. 2 1/2 lbs. jars.....\$11.50
**FINEST PRESERVED
GINGER.**
1 Doz. 5 lbs. jars.....\$15.00
1 Doz. 2 1/2 lbs. jars.....\$13.50
CUMQUAT.
1 Doz. 5 lbs. jars.....\$13.00
1 Doz. 2 1/2 lbs. jars.....\$13.50

These prices are inclusive of all duties and charges so that the goods are delivered ABSOLUTE-
LY FREE to any town in Great Britain. For other parts of the world special rates will be given.
DESPATCHES:
SS: KITANO MARU.....leaves 6th Nov. due in London 14th Dec.
NYANZA.....leaves 11th Nov. due in London 19th Dec.
Telephone No. 558 **CHINA EXPRESS CO.**, Duddell Street,
J. TAYLOR, Manager.

Hotels

HONGKONG HOTEL
A LA CARTE GRILL ROOM.
Now Open.

Hongkong, 20th April, 1911.

J. H. TARRANT,
Manager. [25]

GRAND HOTEL.

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

Central Position; Large Airy Rooms; Hot, Cold and Shower Baths;
Electric Light and Fans Throughout; Large Comfortable Lounges; Private
and Public Bars; Billiard Rooms. HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and Dinner. SPECIAL DINNERS
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN
SUPERVISION. Special Rates for Married Families. On Application To:—
Tel. No. 197. **F. REICHMANN,**
PROPRIETOR. [52]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under
entirely new management. Large and comfortable rooms. Excellent
cuisine under the supervision of an experienced FRENCH CHEF, and
separate tables. Hot and Cold Baths. Electric Light throughout. Termi-
nally. First Class accommodation for Families and Tourists.
For particulars and rates apply to
Telephone, 170. Telegrams "Astor." [24]

OPEN AIR SKATING RINK

BELLE VIEW HOTEL

Telephone No. 907.

Sessions: 10 A.M. to 12 Noon. 2 P.M. to 4 P.M. Admission 25 cents.
5 P.M. to 8 P.M. 9 P.M. to 11 P.M. Admission 50 cents.
Single Skating will play at the above Hotel every Sunday, commencing from
4 P.M. to 10 P.M.
W. GALLAGHER, Manager. [25]

**KING EDWARD
HOTEL.**

A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 375.

H. HAYNES,

Manager.

Hongkong, 1st Aug. 1912. [55]

**THE TAIWAN
RAILWAY
HOTEL.**

TAIPEH, FORMOSA.

Under the Direct Management of the
Taiwan Railway Dept.

EXCELLENT CUISINE AND
GOOD SERVICE. RATES
1 YEN and Up.

Uniformed hosteler meets all
trains and steamers. Luggage at-
tended for without any trouble to
guests.

Hongkong, 1st Feb. 1912. [182]

J. T. SHAW,

TAILOR & OUTFITTER

THE LIGHTEST WEIGHT AERTEX

CELLULAR IN TENNIS, DAY,

TUNIC AND UNDERSHIRTS.

TO BE OBTAINED

AT

J. T. SHAW

HONGKONG HOTEL, QUEEN'S ROAD

Notices



**THE PIONEER MODERN HIGH
POWER GERMICIDE**
Mixes equally well in salt, brackish and fresh
water instantly stops infection from
whatever cause arising.
IDEAL FOR DOMESTIC USE
**ONE GALLON MAKES
400 GALLONS**
EFFICIENT DISINFECTING FLUID
AGENTS: W. R. LOKLEY & CO.,
'YORK-BUILDINGS.'

GUINNESS' STOUT,

THE WELL-KNOWN

"HORSEHEAD"

BRAND.

Sole Agents,

CALDBECK

MACGREGOR & CO.

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN

and KUALA LUMPUR.

Hongkong, 25th January, 1912. 46

Entertainment

VICTORIA THEATRE.

THEY'RE STILL THEY COME.

Debut of the

GREAT FRANKLINS

or

SATURDAY.

2nd November, 1912.

Hongkong, 31st Oct., 1912. [562]

Notice

**PEAK TRAMWAY CO.
LIMITED.**

TIME TABLE

Week Days.

7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to
11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.
8.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangements at the Company's

Office, Alexandra Building,

Des Voeux Road.

H. D. HUMPHREYS & SON.

General Managers.

Hongkong, 3rd Nov., 1911.

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property

at

Goodly received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

and Officer of

TROUBLE, EXECUTOR OF

WILL, ATTORNEY, &c.

Under the will of the late

SHAW, TAYLOR & CO.

General Managers.

Hongkong, 1st Nov., 1911.

Entertainments

BIJOU SCENIC

THEATRE.

To-Night, 9.15 p.m. To-Night.

ALL NEW PICTURES.

"Wanted a Bearskin"

MAX LINDER

The American Marriage

and

NICK WINTER

WIFFLES

Receives a Decoration

MISS DELLIE CONNOR

in New Billards:—

(1) The Sweetest Story ever told

(2) Zanussi.

R. H. S.

AL FRESCO FETE

In aid of the funds of the Society of

St. Vincent de Paul to be held in

the courtyard of the ROMAN

CATHOLIC CATHEDRAL

on SUNDAY

8th Nov., from 9 P.M. to 11 P.M. under

the most distinguished patronage

of His Excellency the Governor

SIR FRANCIS, HENRY MAY

K.C.M.G. and L.D.S.M.

Admission Ticket \$1.00 which is

entitled to a Souvenir on its presenta-

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evening of the Fete only.

The Public is respectfully invited to

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p.m. on the 8th November.

Tea, Cakes and refreshments will be

served during the afternoon and night.

Grand Cinematograph show will be

exhibited during the evening and night.

By kind permission of Lieut. Col

Hamilton and Officers, the Band of the

King's Own Yorkshire Light Infantry

will play from 9 to 11 p.m.

Tickets can be obtained from to-day

at Messrs. Goss & Co., Pedder Street

and at the Roman Catholic Cathedral

on SUNDAY, 8th November, from 9

a.m. to 7 p.m. and at the gate on night

of the Fete.

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GENERAL NEWS.

New York Rubber Exhibition.

At the third International Exhibition of Rubber and Allied Trades in New York, the British Empire was represented by an exhibit, contributed by the Imperial Institute, the object being to illustrate the rubber resources of the Empire by means of specimens from the collections of the Institute. This exhibit included herbarium specimens of the principal rubber yielding plants and representative samples of rubber from the following countries:—India, Ceylon, Straits Settlements and Federated Malay States, British North Borneo, Papua, Fiji, Gambia, Sierra Leone, Gold Coast, Northern Nigeria, Southern Nigeria, Anglo-Egyptian Sudan, Uganda, East Africa Protectorate, Zanzibar, Nyasaland, Natal, Transvaal, Rhodesia, Seychelles, British Guiana, British Honduras, Jamaica, Trinidad, Dominica, St. Lucia and the Bahamas. The section devoted to each country was provided with a descriptive label, giving general information regarding rubber-yielding plants which are indigenous to or are being cultivated in the country, together with statistics of rubber production during the last ten years, whilst each separate exhibit was specially labelled.

Up-to-Date Pin-Snatching.

An unusual method of robbery in a music hall is described by the London correspondent of the "Sheffield Daily Telegraph." A visitor standing at the back of stalls saw the diamond pin in the cravat of a man in the stalls suddenly being to climb, apparently of its own accord, in a series of jerks. The man who owned it had his hands in his pockets, and on each side a man in evening dress was smoking a cigarette. "The next jerk came just at the moment when these two men with wonderful precision put their cigarettes to their mouths. A word to an attendant was enough. The two 'gentlemen' in evening clothes went quietly. My friend later picked up the long horse-hair that had stretched from the little finger of one to the little finger of the other."

Probable resignation of Mr. T. W. Russell, M. P.

From what he regards as substantial authority, the "Times" Dublin correspondent learns that the maintenance of the present embargo on Irish cattle at English ports may result in Mr. T. W. Russell's early resignation from the Vice-Presidency of the Irish Department of Agriculture and Technical Instruction. Mr. Russell supports the demand of the Irish farmers; Mr. Russellman rejoices in, and the Irish pressure in his favour is so weighty that Mr. Russell's position has become almost, if not actually, untenable. His resignation would not be unwelcome to his friends of the Nationalist Parliamentary party, who, unless some such diversion is made, will be under the early necessity of presenting an ultimatum to the Government.

A Faculty of Journalism. It is announced that the governing body of the Cork University, one of the three constituent colleges of the new National University of Ireland, has permanently included in its curriculum a Faculty of Journalism. A degree in journalism will be granted to students on the completion of a three years' course of study in the University. Students for the diploma must pass the matriculation examination of the University College, and the three years' course of study will include English literature, history, science, logic, jurisprudence, constitutional law, and English composition. The Irish language is made a compulsory subject for both matriculation and degree examinations.

The Case Against Welsh Disestablishment.

In an address at the Diocesan conference at Llanelli, the Bishop of St. David's said that the Churchmen's case against the Welsh Disestablishment Bill was as strong in the light of moral principles as in the light of the facts. The secularisation, notwithstanding centuries of prescriptive title of religious endowments, admittedly well used and inefficient for the purpose, was plainly contrary to all recognised principles of equity. Churchmen should resist the proposals as a "void the impending disaster" religion in Wales.

SERVICE MATTERS.

Names of Battleships.

It is said to be the intention of the Admiralty, when selecting names for the battleships of the new programme, to revive some names of famous ships that have conferred great lustre on the British Navy, because of the gallantry of their crew, in the memorable battles of the Nile, St. Vincent, and that of the Glorious First of June. Amongst these are the Zealous, Alexander, Culloden, and Brunswick. The Zealous and Alexander were Nelson's fighting 74's at the Nile; the Culloden, under the command of the gallant Capt. Troubridge, led Admiral Sir John Jervis's victorious fleet into action at the battle of St. Vincent on St. Valentine's-day, 1797; and the famous Old Brunswick, 74, under the command of Capt. Harvey, fought and sank the French 74 Vengeance in the battle of the First of June, in which she sailed her colours to the mast, lost 3 officers and 41 men killed—114 men wounded and had 23 guns dismounted.

S Wales Borderers Officers.

Capt. T. C. Greenway, South Wales Borderers has completed four years as adjutant of the 3rd (Special Reserve) Battalion of his regiment at Brecon. His successor, as announced in "The Globe" some time ago, is to be Capt. B. W. Collier, 2nd Battalion South Wales Borderers, who is on duty with the 3rd Battalion. Capt. W. L. Lawrence has been transferred from the 2nd Battalion South Wales Borderers at Pretoria to the 1st Battalion at Chatham. The 1st Battalion from South Africa will be in North China this week, and Capt. Lawrence goes home with the details, arriving in England about the middle of January.

One of Gordon's Lieutenants.

Sir Rudolf Slavin, on whom the Grand Cross of the Victorian Order has just been conferred by the King, is one of the few soldiers of foreign birth who have done distinguished military service for England. He was Governor of Darfur under General Gordon, was captured by the Mahdists in 1884, and published a book on his Sudan experiences twelve years later. Since 1900, Sir Rudolf, who is a Baron of the Austrian Empire, and an Hon. Major-General in the British Army, as well as Lieutenant-General in the Egyptian Army, has been British Inspector-General of the Sudan.

The Ex-cruiser Pactolus

On September 24, at Chatham, the ex-cruiser Pactolus, which was withdrawn from a dockyard sale at Sheerness with a view to her utilisation as a harbour ship, and has been converted into a submarine depot ship, was commissioned with a Devonport crew for service as a parent ship to the Lymington Submarine Flotilla. The flotilla will be first stationed in the Firth of Clyde, and is for defence purposes, the vessels becoming tenders to the Pactolus for service in the flotilla being Submarine A 10 (Lieut.-Com. K. Michell) of the First Submarine Flotilla; Submarine A 11 (Lieut.-Com. B. P. Bury), and Submarine A 12 (Lieut.-Com. F. J. H. Dawson).

MR. ARNOLD BENNETT FINDS A "WONDERFUL TONIC."

With the single exception of Mr. H. G. Wells, Mr. Arnold Bennett stands head and shoulders above all the younger generation of English novelists, and he has recently added to this distinction that of being a highly successful playwright. Beginning in the rank and file of journalism, Mr. Arnold Bennett became editor of a ladies' paper, in which capacity he professes to have gained his knowledge of feminine character. It is also said that in early days he had no love for literature, but was an incessant reader of the novels of Ouida.

Mr. Arnold Bennett is a strenuous and systematic worker, and, like most people who do a great deal of brain work, he derived considerable benefit from the occasional use of the well-known tonic food, Sanatogen. "The tonic effect of Sanatogen on me," he writes, "is simply wonderful."

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Daniel Alibi, Arnold Bennett.
Tales of The Open Hazel, Halliwell Sutcliffe.
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The Hongkong Telegraph.

HONGKONG, FRIDAY, NOVEMBER 1, 1912.

PROGRESS IN CHOSŌN.

The annual report of reforms and progress in ChosŌn (Korea), which has just been issued, makes interesting reading. Allowing for the possibility of its being coloured by national pride—and such colouring might be unconscious and would be natural and even pardonable—it is none the less a striking record of solid progress. It will be remembered that, on August 29, 1910, the Protectorate which was established by Japan in 1905 was abolished and the Imperial Government assumed the responsibility of direct administration and annexed the Empire of Korea to Japan. The vital object of annexation was to secure stability of peace and tranquillity for the Peninsula, and it seems beyond doubt that this object has been secured in considerable degree. We are told in the report that "the people of Korea put away their suspicions and anxieties and became heartily appreciative of His Imperial Majesty's merciful reign and of the new regime." In the main, and despite the fact it takes no notice of here and there a sign of disaffection, this is no doubt, fairly true.

It is clear, at any rate, that the trade of 1911 was in advance of that of 1910. There was an increase of over 3,000,000 yen alike in imports and exports, and the fact that the excess of imports over exports, which was formerly recorded, has decreased, is a healthy economic sign. Increasing trade again, has helped towards the formation of co-operative companies for the conduct of trade which formerly was in the hands mostly of individuals or rudimentary guild associations. This improvement we may fairly assume, is to be set down to the fact that insecurity of life and property, formerly caused by official extortion and abuses and by brigands who preyed upon the people, has largely been removed. Life and property are more safe, the conditions of existence are improved, and people are developing and increasing their businesses. These are unmistakably healthy signs, and even if there is a disposition in the report to paint progress in rather glowing colours, there is no escaping the evidence produced of steady advance.

We note, by the way, that the educational system has not yet been touched. There is wisdom in delay in this direction. Readjustments in any existing educational system require such careful consideration that it is well to avoid undue haste. It seems, however, that a new educational system is being worked out with the object of making the common school system primarily founded on a solid basis which will make the annexed subjects assimilate healthy mental development, suited to the actual conditions of Korea. Practical education, such as technical training, is to be encouraged and higher education is to be provided for.

Altogether the Report, setting aside a certain tendency to be a little vain-glorious, is a careful record of excellent work carried out carefully, steadily, without undue haste and with a fixed determination to achieve good results.

DAY BY DAY.

The man who succeeds is a self-made man. The who fails is a victim of circumstances.

Mail Delivered.

The German Mail of October 3rd was delivered in London on October 31st.

Theatricals.

The Ferris Hartman Co. open their season at the Theatre Royal to-morrow night.

Accession Anniversary.

To-day is the anniversary of the accession of the Emperor of Russia who began his reign in 1894.

Back Again.

Among the passengers who arrived from Home by the P. and O. s.s. Nile were Dr. and Mrs. J. H. Saunders.

Cruise's Overhaul.

H.M.S. Kent has gone into the naval basin for overhaul, and H.M.S. Defence as come out and gone alongside to complete her refit.

A Mark of Respect.

The flags at the U.S. Consulate and at the Pacific Mail S.S. Co.'s offices are flying at half-mast to-day owing to the death of Vice-President Sherman.

Practice Dances.

The dates of the practice dances for the St. Andrew's Ball have been altered to Thursday, 14th inst., Wednesday, 20th inst., Wednesday, 27th inst.

Service for Children.

The first Service of the Season for children and friends in the Peak Church will be conducted on Sunday Nov. 3rd at 3 o'clock by Rev. O. H. Hickling.

The Mourning Stripes.

The Douglas steamers have donned the blue mourning stripes out of the respect to the memory of the late Mr. J. H. Lewis, formerly head of the company.

The New Sinhalese Paper.

The new Ceylon paper which Mr. Tem Wright of "Straits Echo" fame is to edit is being financed by wealthy and influential Sinhalese, who have subscribed over Rs. 200,000.

Commission Ended.

H.M.S. Newcastle left this afternoon for Colombo, where she will recommission. Her crew will be transferred to H.M.S. Gibraltar and taken home, while a new crew will be taken aboard and brought to Hongkong.

Delayed by Strike.

The Blue funnel steamer Titan arrived in port to-day from Vancouver several days late. She was delayed in consequence of a coal strike in British Columbia, the result being that only fuel of poor quality could be obtained, thus decreasing the vessel's steaming power.

Lottery Tickets.

Two men were charged at the Police Court, this morning, with being in unlawful possession of lottery tickets, and the first defendant was also charged with offering a bribe of \$30 to a revenue officer. The case was remanded, bail being fixed in the case of the first defendant at \$1,000 and in the second \$50.

Guard of Honour.

A Guard of Honour consisting of 2 Officers, 50 N. C. Officers and men, with regimental colour and band, will be furnished by the 1st Bn. K.O.Y.L.I. on the occasion of the landing of General Sir I. S. M. Hamilton, G.C.B., D.S.O., Inspector-General of the Overseas Forces, to-morrow. The Guard will be drawn up at Blake Pier.

The late Mr. J. H. Scott.

In an obituary notice of Mr. J. H. Scott, late senior partner of Messrs Butterfield and Swire, "Shipping and Engineering" observes:—"In 1903 Mr. Scott revisited the East and took journeys to and fro on the coast of most of the company's steamers in order to acquire a first hand knowledge of the working and requirements of the fleet. His tact and courtesy on these occasions, and the unflinching patience with which he listened to the complaints and suggestions of the officers of the fleet, earned for him a high place in the esteem of those who manned the vessels of the China Navigation Company."

MINNESOTA AFFAIR.

To-day's Proceedings in the Court.

At the Summary Court, this morning Mr Justice Gompertz in fixing cases for next week said that there was a Magistrate's appeal on Monday. There was a special Criminal Sessions he understood on that day for the case of the Minnesota. The cases he was fixing would be subject to the arrangements he had just intimated.

Mr. P. M. Hodgson, Assistant Crown Solicitor, who prosecuted, has stated that a special Sessions has been arranged.

At the Police Court, this afternoon when John Saxton Dunn again appeared before Mr. C. D. Melbourne, there were many Americans again present who attentively followed the proceedings.

The last witness called yesterday was Dr. Macfarlane, and to-day the first was Henry Strand, third engineer of the ship.

Henry Strand said he remembered the night of the 28th. He had been ashore and came back about 10.30. There came back with him watchman Ireland, quartermaster Stein and the deceased. They went to the engineer's messroom. The third electrician was there. After about ten minutes the accused came into the room. He (witness) stayed there about fifteen minutes and then went to the water tender's messroom. He did not see the accused drink anything in the engineer's messroom but he saw a bottle. He saw the accused eating a sandwich. In the water tender's messroom there were quartermaster Stein and the deceased.

About five minutes later the accused passed by the door but did not come in. The deceased called out "I am going to look that son of a b... h." He got up and witness said "Don't do it; let him alone." Deceased ran after the accused forward. Witness did not go out. Mr. Mayent was standing in the doorway. He tried to stop the deceased but he did not succeed. Mr. Mayent ran after the deceased calling out what he did but he did not know what to think of it. He did not know if the deceased and the accused were on good terms or not but it was general talk among the crew that they were not.

Accused said he did not wish to ask the witness any questions.

Alfred Douglas Ireland said he was the day watchman on the Minnesota. He returned from shore with the deceased, and Mr. Strand in the Company's launch from Statue Pier, about ten o'clock. He went to his quarters on the spar deck. He never saw the deceased after they got on the ship until the deceased came and asked him if the doctor was on board at quarter past or half past eleven. The deceased appeared perfectly sober at the time and he was holding his hands to his heart. When witness asked him what was the matter he began to sway and witness held him up by the elbows. Witness noticed bloodstains on his shirt.

"I am Stabbed."

In answer to the question of witness he said "I am stabbed." He then collapsed and died. Witness was with him until he died. When he came from shore with the deceased, the latter was under the influence of drink but not drunk. As far as he knew the deceased and the accused were not on good terms. He had noticed a knife like the one produced with the deceased would use in the course of his work. Deceased might even put it in his pocket. He identified the body at the mortuary as that of the deceased. On the chief officer's order he helped to carry the deceased down to the second class entrance and examined him. He put a towel round him and tried to stop the bleeding. He only noticed three wounds. One, he thought, was over the liver, and two more below the heart. He then notified the officers of the occurrence. The deceased had a belt on next to his skin.

J. W. Nicholson, chief officer of the Minnesota, said he did not see the unfortunate occurrence. He saw the deceased alive lying

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THE SPECIE ROBBERY.

How Sampan People Become Rich.

At the Police Court, this morning, before Mr. C. D. Melbourne, two Chinese, a man and a woman, were charged with being concerned in and receiving the specie which was missed from the s.s. Hongkong.

Mr. Shenton, of Messrs. Deacon, Crook and Deacon, prosecuted, and Mr. Crewe, of Messrs. Hastings and Hastings, defended. Mr. Shenton said the s.s. Hongkong left Haiphong on the 10th ult. for Hongkong via Pakoi and Hoihow and when it got to Pakoi nine cases of treasure were taken on board. These were placed in a treasure room in the stern of the ship and the door of the treasure room was locked by two iron bars with separate keys which were kept in the officers' room. The ship arrived in Hongkong at 8 p.m. on the evening of the 15th ult. There were two men on watch from twelve p.m. till six a.m. These two men, as a matter of fact, had absconded.

Two Cases Were Missing. About six a.m., on the 16th the captain received a report that the strong room had been entered and he went there. He found that two cases were missing, one containing \$500 and one containing \$1,500, in twenty cent pieces. Inquiries were made from the police and from information received the two defendants were arrested. They were the owners of a sampan and in the sampan was found \$160 in twenty cent pieces, a pair of gold bangles bought from Tai Yuen shop for \$140 on the 18th, and bought by the woman, and there was also found a pair of rattan bangles and other articles of jewellery bought for \$43 30. A gold finger ring was also found which was bought by the woman on the 17th. A moneychanger would state that the defendants were changing twenty cent pieces the second day after the robbery. They were getting notes for the twenty cent pieces. It was stated that \$500 out of the two cases were handed to the defendants by the two men who got the specie off the boat, for taking them to Yau-mat. He did not know if they admitted that the money was taken out of the cases, but it was a matter of fact.

"Something Wrong." Mr. Crewe said he could not suggest they had very good grounds for supposing they were paid a somewhat lavish fee for carrying these men from the ship to Yau-mat, or that they had not some grounds for supposing that there was something wrong in the proceeding. It was not the custom to pay \$500 to any sampan man, for such a journey. There was, however, no evidence to show that they were in any way party to the robbery which had taken place on the ship. They were only charged with receiving. He thought if there was evidence before his Worship to prove that they were lying off the boat with a view to assisting in the removal of that treasure he might deal with the case in a more strict spirit. As it was, the man pleaded guilty to, and admitted, the receiving and he could go so far as to say suspected they had been stolen. He submitted under the circumstance it might have been reprehensible but also submitted that under the circumstances there were certain extenuating circumstances. He asked the magistrate to deal as lightly as possible with the first defendant, and dismiss the second.

The man was sent to gaol for three months and the woman was discharged.

Mr. Shenton made a claim for the money and jewellery found and this was granted.

ALLEGED STABBING.

At 11.30 this morning a serious struggle took place between two private rickshaw coolies in Chater Road.

It is alleged that one man insulted the other, upon which the first man ran back to his rickshaw, opened the seat and drew a knife from the bottom of the seat. With this he is said to have stabbed the other on the left side of the face making a long and deep cut.

The injured man bled badly, and he was at once taken to the hospital.

"OUR GAOL."

More Concerning the Conduct of Prison.

An interesting story came our way the other day and will bear repeating. It is to the effect that a high Government official whose identity we need not reveal met a minor official the other night just on twelve o'clock and asked him what duty he was on. He was told "night duty." That, of course, was fairly obvious, so the official in question asked the officer to be more particular; was he on first or second night duty? The reply startled him—"All night duty." Evidently the official in question had no idea that European officers had to face a duty at nights of twelve hours at a stretch, for he expressed himself quite forcibly in condemnation of it.

The conditions governing this all-night duty are about as ridiculous as could well be conceived. The rules and regulations, for instance, forbid the officer from leaving the prison. Yet, between 10.15 and 10.30 p.m. he must leave the prison for the purpose of seeing that the warders are in their quarters and in order to turn out lights. Thus for at least a short period every night, the prison is left without a European officer in charge. On the one hand is an order not to leave the prison; on the other is another order forcing the officer to forsake his charge. Prison orders are strict, and we presume that an officer could be held guilty of breaking law by obeying both. Prison law in Hongkong has its humorous aspects—but not for the warders.

Ridiculous Conditions. The rules as to sticking to his post, being so strict (where it suits the authorities) the European officer in charge has to do twelve hours at a stretch without time for a meal. He snatches his food as best he can. Also he has to cook it when and how he can. No time is allowed him for either necessary purpose. The Government allows him free rations, of course. One tin of jam, one tin of condensed milk, and a small loaf of bread, and some tea—these form a man's free rations for a week's night duty of eighty-four hours. He is allowed a quantity of food which is wholly inadequate and no time in which to cook or eat it. He must not relax his vigilance in supervising the other warders, all night through; yet he must take time to cook and bolt (it is the only word) his food. That is the position. It is at once comic and humiliating. But there is nothing amusing about it for the warrior who is the only Government official asked to face twelve hours night or day duty in a climate such as this.

The police, we believe, do only about half the number of hours a week. Why should this be so? "Our Burglar's Escape." By the way, we are informed that "Our Burglar" did not escape at four in the morning as was stated at the time. He got away between 10 and 11 p.m. Is there any connection between this and the absence of the European warder in charge, from 10.15 to 10.30? We merely ask for information. Once through the wall of his cell and he was in the yard. He had sized up the situation very cleverly. No officer patrolled that part of the prison, so he slipped on to the wall near the receiving room, which is not very high and presented no difficulties. The rest was easy. He had only to step on the roof of the Police cells, which are immediately against the boundary wall, and he was clear in a minute. Some friend, it is said with every show of truth, met him with money and clothes, and early in the morning he left for Cheung Chau and from there went to Macao.

In passing we may observe that, since we remarked some time ago on the sanitary arrangements, the buckets are emptied rather more frequently between Saturday morning and Monday. There was point, therefore, in an observation made in our leading article on Wednesday last, week. We said:—"If the statements made to us were fully reliable—and we had no reason to doubt them—the sanitary arrangements between Saturday at 11 a.m. and Monday morning are not anything like what they should be. At least—and the reservation may be worth nothing—they were not at all good prior to the publication of the article, in these columns, already referred to."

The statements were true, and the reservation justified. Here, clearly, is a little gained, but there are many things yet to be put right.

In another leading article which appeared in these columns some time ago we pointed out the unwisdom of putting prisoners to unremunerative work when they could be set to useful labour. There are at present in the gaol Chinese prisoners undergoing hard labour, according to their sentences, who are picking oakum which has already been picked during the past four or five weeks. Is this repicking of oakum which is already picked the sort of hard labour to which the sum of Canton should be put? The case might not seem so serious were it not that we are informed the European prisoners are put to stone-breaking. This must be distinctly comfortable for the Chinese who, so far as we can see, are not undergoing hard labour at all. Rule 263 allows for shot drill, crank labour, tread-wheel, and the like, but oakum-picking comes in only in combination with the others. There is a clause, to be sure, which allows of "such other labour of a hardy bodily nature as the Governor may from time to time approve." But oakum-picking is not labour of a hardy bodily nature, especially oakum already picked.

Changes of Cloth. According to Rule 212 "the whole of the Chinese prisoner's clothing and the under-clothing of every European prisoner shall be changed weekly." We are informed that there is at present only, on an average, a suit and a quarter of clothes for each prisoner. How they can have a change of clothing weekly is a mystery. More than that, at 4.15 p.m. the prisoners cease work. They are marched to their cells, fed, taken from their cells, to have a bath, and marched back again by 5 o'clock. The regulations insist on that; but as there are from 70 to 100 prisoners in a division and only four baths it is difficult to see how all this is accomplished in forty-five minutes. We have a fear that quite a few of the prisoners can have no more than a sight of the bath—if so much.

Clearly, therefore, the prisoners cannot have a change of clothing so often as is laid down in the rules and cannot have a bath as often as is understood. Is it true that a desire, at all hazards, to keep down expenses is responsible for the poverty in respect of clothing? The reason for the rush over the matter of bathing is clear. The warders must have the whole of the division of 70 or 100 prisoners safe in their cells by five o'clock or there may an inquiry as to the cause of delay. We wonder how often prisoners are changed and how often each prisoner does have a bath.

We finish on a cheerful note. The one bright spot on the whole black record of complaint is that as we understand, the food is good.

THE OLD STORY.

Laden Truck Comes Downhill Unbraked.

Another case where a loaded truck was taken downhill, without a brake being applied, came under our notice this afternoon.

Just after three o'clock a truck, heavily laden with tin roofing, came down D'Aguiar Street, where were many people, in charge of a number of coolies.

The coolies had it under control—and that was all. They would have had it properly under control, no doubt, had they used the brake. But they did not. And it seems no one's business to see that they do use it. It is the old story.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory by the American Consulate General, Hongkong, at 8.45 a.m. to-day:—"Typhoon or Typhoon-like gales blowing from the N.W. or W.N.W."

THE DACRE CASTLE.

Inquiry into Circumstances
Attending her Loss.

This morning a court of enquiry was constituted at the Marine Court to make an investigation into the circumstances attending the loss of the British steamship Dacre Castle, off Keelung on September 10 of the year. The court was made up as follows: Commander Basil Taylor, R.N., stipendiary magistrate, Lieut. Courtenay Steiner, H.M.S. Tamar; Donald MacLachlan, master of the British steamship Jelunga; James William Evans, master of s.s. Haimun; and William Joseph Bishop, master of the s.s. Dilwara. The particulars set out in the official documents showed that the Dacre Castle's official number was 124,119 Liverpool, and the master was Edwin Gough whose certificate of competency was numbered o.c. 034,480 London.

Edwin Arthur Gough, master of the Dacre Castle, said they were on a voyage from Yokohama to Boston and New York. He left Yokohama on August 24. They called at Shimidzu, Kobe, Karatsu, Shanghai and Keelung, arriving there on September 14. He anchored in the outer bay for quarantine, and then entered the harbour, making fast to buoys, ahead and astern. On the fifteenth it began to blow very strongly.

Was there any typhoon warning up?—Yes, we received the first on the 15th.

Of what was falling?

Did the glass give you any indication?—Yes the glass was gradually falling.

Continuing, witness said he sent ashore for additional merrings. The wind was N.E., and he was lying with the ship's head more to the east. He ran through the night alright, and in the morning the weather moderated, but in the afternoon it increased again. The glass remained about the same and did not start falling until about 6 p.m. At about 4 p.m. the stern merrings, of their own wire, parted and the ship swung across the channel. He sent word to the engineer to get full pressure of steam up; he had kept his fires banked awaiting the typhoon.

Witness then pointed out his position on chart, and the places where other craft were anchored. To keep the boat to northward he put out his port anchor having already put out the starboard anchor.

Started to Drag.

A little later the ship started to drag both the anchors and on the buoy. This would be about 4.30 p.m. before the glass had begun to drop again. He decided to get under way as soon as there was sufficient steam, and, receiving the report that he had sufficient steam, at 5 o'clock, he got under way. He got both anchors up and slipped the wires to the buoy, and then went to the outer harbour anchoring with both anchors, "80 fathoms on the port and 60 on the starboard."

In answer to the court: The length of his ship was 392 feet.

Continuing, witness said he was steaming at his anchors, when shortly after 6 o'clock a squall came on and she commenced to drag again. He weighed anchor and then anchored again with the bow pointing east. The boat was drawing 17 feet forward and 23 feet astern. On this occasion he thought that the anchors were going to hold. He had some of the crew on to watch the anchors, but no sooner had others of the crew gone down to get their tea than she started to drag once more, going rather to the westward. He got under way, but a sudden squall came on, just as he got his anchors clear.

Heavy Seas.

A heavy sea caught him under the stern, unshipped the rudder, and broke the stern post. Shortly after that another big sea came along and swamped her. Then it was that the boat took the shore, where she began to pound heavily. He got the life boats out, and at about 10 o'clock the vessel was sheering the rivets, while the engine and boiler seems were lifting. She was not making much water at first. Later the water gauges were sheered off the boiler, and the steam escaped, scalding the chief engineer. At this time the second and third

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CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph"]

NAMELESS ROADS AND PUZZLED STRANGERS.

To the Editor of the "Hongkong Telegraph."

Sir.—In the interests of visitors to our Island I would be glad if you would, through the medium of your valuable paper, bring to the notice of the Authorities concerned, the necessity of supplying the public with more information than exists at present regarding the names of the new roads which have recently been constructed on the Peak. I take it we are all more or less interested in the opening up of new sites for building and one of the most striking features to the newcomer in Hongkong is the large number of roads that have been constructed on the Peak during the last few years, which shows a desire on the part of the Government to make the Peak as desirable a residential quarter as possible. Why not therefore give the pedestrian, every facility of knowing the names of the roads and in what direction they lead? At present there are many roads on the Peak without any names apparently, and it is an easy matter to the stranger to our shores to lose his bearings to no little personal inconvenience. As a case in point I would mention that one of my friends last Saturday visited the Peak with the intention of finding a certain house on the Plantation Road. She proceeded to the top tram station, took the new road running in the direction of Plantation Road and in due course arrived at the junction where the new road crosses Plantation Road and leads on in the direction of Birker Road. Not seeing any name plates up or any directions whatsoever that would assist her, she continued along the new road and of course after walking some distance found herself considerably out of her way, with the result that she had all the way to walk back. The general public will agree with me, I think, that the time has arrived when the Government should see that clear and explicit directions, with the names of every road constructed, are placed at the respective ends of each road in the Colony, and more particularly on the Peak, to any where visitors naturally proceed in preference to any other part of the Colony to enjoy the beauties of the Island. While we all appreciate the excellent opportunities that have been offered us to explore the Island, it seems a pity that visitors should be subjected to no little personal inconvenience and annoyance through the lack of a little forethought over such slight, but necessary, details. Apologizing for the length of this letter,

Yours etc,
"OBSERVER."

Hongkong, 1st November, 1912.

JUBILEE ROAD ROUND THE ISLAND.

[To the Editor of the "Hongkong Telegraph"]

Sir,—The attached correspondence appears to be of sufficient general interest to merit publication.

It seems strange that a Colony with an annual revenue of nearly eight million dollars should be unable within the next 14 months to spend the comparatively small sum of \$7,000 in rendering fit for carriage traffic the only road communicating with its South Eastern shores, the bridges of which road have been constructed for such traffic.—Yours etc

Donnys & Bowley.

(Extract from letter Donnys and Bowley to Colonial Secretary of 7th October 1912.)

Our clients trust that steps will now be taken to improve the road round the Island (from Aberdeen to Shaui-kiwan) so as to make it available for motor cars. We understand that the bridges are of sufficient width and strength to carry the cars, and that it is only necessary to widen the corners on the hill down to Deep Water Bay and on the hill from Repulse Bay to Stanley Gap, to cut back other corners, to clear the road of weeds and undergrowth and repair the surface with disintegrated granite from the hills.

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sides: if this were done as a temporary measure a most attractive ride would be available for residents and tourists, to many of whom the Southern portions of the Island are at present inaccessible. The expenditure might be met out of the vote for maintenance of Roads &c.

The expensive alterations in gradient which were projected when the Jubilee Road round the Island was under discussion, and which were essential for horse traction, are not absolutely necessary for motor cars, and there seems no adequate reason for keeping this road closed until the more elaborate scheme can be carried out. If traffic were allowed in one direction only there would be no risk of collision.

(Extract of reply from Colonial Secretary of 30th October, 1912.) I am directed to inform you that the improvement of the road from Aberdeen to Shaui-kiwan suggested in your letter of 7th October so as to make it available for motor cars is estimated to cost \$7,000.

No funds will be available to carry out this work next year but it will be considered in connection with the Budget for 1914.

"TRUTH" AND HONG-KONG MOTORS.

"Truth" in a recent issue had the following:—

"A short time ago I mentioned that the Hongkong Government had issued new regulations for motor-car traffic which seemed to be practically aimed at its abolition. This has brought me a letter in favour of its abolition from a British resident, who argues that the motor is a nuisance and a danger in such a place as Hongkong. Not being personally acquainted with the island, I am unable to express any opinion of my own on that point. It would seem, however, that, after all, this resident's view is not endorsed by the Government, which, according to a local paper just to hand, has already repealed the obnoxious regulations which excluded motors from certain roads. The information regarding the repeal of the regulations was given in our issue of September 2 and was forecasted in the "Telegraph" some days before."

Editor.

"DEAD" MAN ALIVE.

At the Summary Court, this morning, before Mr. Justice Gompertz:

Mr. Russ (Messrs. Golding, Barlow and Morrell).—The case 10031, my Lord, is one in which I am concerned but it does not seem to be in the list. I asked for it to be restored this case where a man said the defendant was dead. We have now evidence that the man who came and said the defendant was dead was the defendant himself—(Laughter).

His Lordship:—Was it adjourned since die?

Mr. Russ:—Yes, I wrote to the Registrar asking for it to be restored.

ANOTHER BURGLARY.

On Wednesday a burglary was committed in the shop 174 Des Voeux Road, and articles to the value of \$30 stolen. Entrance was effected by lifting a door out of the socket.

Sanitary Driver Injured.

A Chinese employed as a driver of a Sanitary Board water cart has been sent to the hospital suffering from injuries received through falling from his cart at Kowloon this morning.

DON'T FORGET.

Saturday, Nov. 2.
Boxing Victoria Theatre.
Ferris Hartmann Co.

Sunday, Nov. 3.

Al Fresco Fete Roman Catholic Cathedral.

Special Parade H.K. Volunteer Reserve 9 a.m.

Monday Nov. 4.
Sale of Crown Land P. W. D. 3 p.m.

Wednesday, Nov. 6.
Licensing Board, Council Chamber, 2.15.

Annual Meeting V.B.C. 5.30 p.m.

Monday Nov. 11.
Public Holiday.

Orchestra Week Commences.

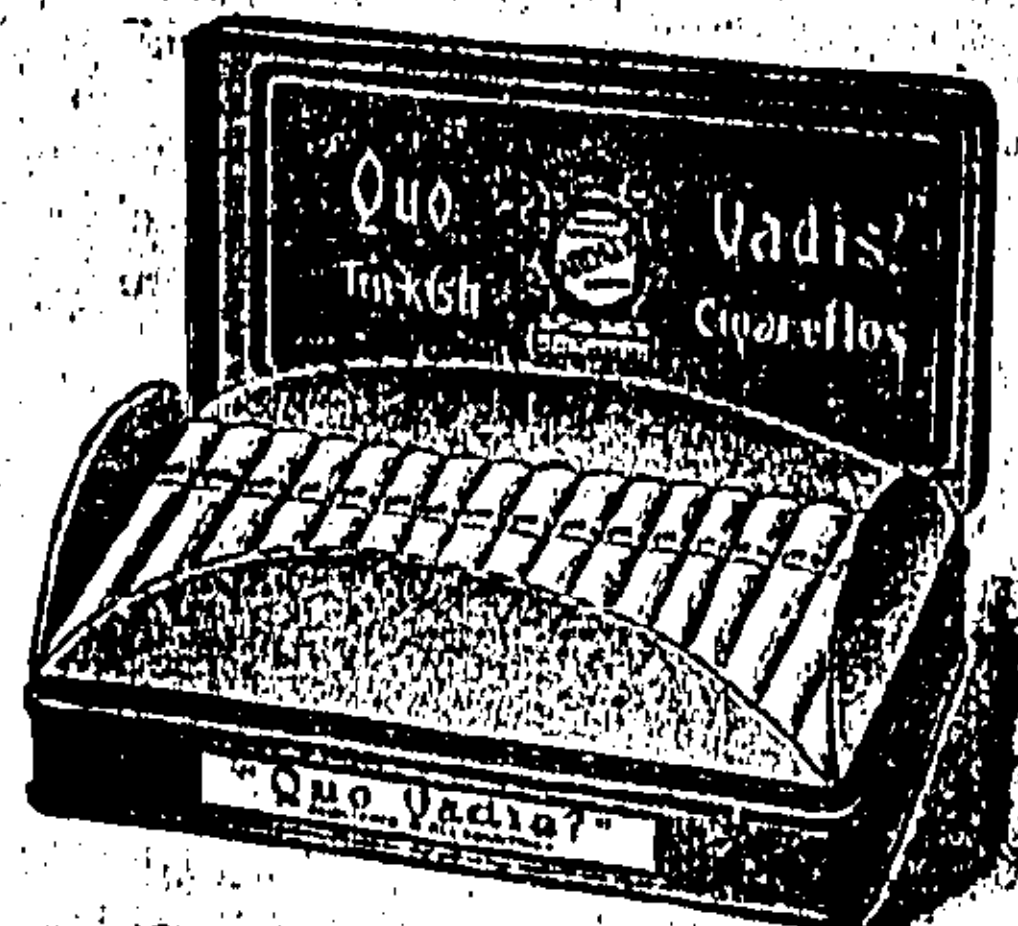
To-day's Advertisements

QUO VADIS?

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MANUFACTURERS:

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WE BEG TO ANNOUNCE.



that we can now manufacture on our premises the new Kryptok invisible bifocal lens.

The old style of cement bifocals with their disfiguring and annoying dividing line has been supplanted by a new lens with two feet, the upper portion of the glass for distance and the lower for reading, ground from one single piece of glass.

You who wear two pairs of glasses may now use one pair instead. No one can tell that you wear bifocals. No cement to blister; no thin segments to lose off.

Call and inspect this line. We grind Kryptoks in regular or toll form.

WE LEAD, OTHERS FOLLOW.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDGS. CHATER RD.
HONGKONG

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FASHIONABLE MATERIALS

AUTUMN and WINTER WEAR

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PERFECTLY CUT AND TAILORED

L. C. & CO. Aim at the Production of Articles of the Highest Standard of Excellence.
MODERATE PRICES.

THEATRE ROYAL.

the musical play

"THE COOK"

AN IDYLL OF THE PEAK

By

Lieut. CROSSE,

TO BE PRECEDED BY A

GRAND VARIETY

ENTERTAINMENT

WEDNESDAY, November, 13th

at 9.15 p.m. sharp.

Prices as Usual.

Soldiers and Sailors in Uniform

30 Cents Gallery.

Looking at MOUTRIE & CO,

Hongkong, 31st Oct., 1912. 813

NOTICE.

ST. ANDREW'S SOCIETY.

ANNUAL BALL.

OWING to unforeseen circumstances the date of the Practice Dinners have been altered to the following dates:—

THURSDAY, 14th instant.

WEDNESDAY, 20th

WEDNESDAY, 27th

A. B. POLLOCK,
Hon. Secretary.

Hongkong, 1st Nov. 1912. (816)

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to

Tawau, Lahad Dato, Labuan,

Jolo, Menado and Jesselton.

THE Steamship

"BORNEO."

Capt. F. Sembill, (Loading THURS-

DAY A.M.) will leave on WEDNES-

DAY, 6th November, at 9 A.M.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & CO.,

General Agents.

Hongkong, 8th Oct., 1912. [7]

NOTICE TO CONSIGNEES.

FROM SHANGHAI KOBE

AND MOJL.

THE Steamship

"DILWARA,"

having arrived from the above ports,

consignees of cargo are hereby informed

that their goods will be delivered from

alongside.

Cargo impending the discharge will

be landed at consignees' risk and ex-

pense into the hazardous and/or extra

hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown

Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by the undersigned.

DAVID SARASON & CO., LD.,

Agents.

Hongkong, 31st Oct., 1912. [144]

DAIRY FARM NEWS.

DAIRY FED PORK

Charles Lamb in his dissertation on the PIG, was the first to tell us how the Chinese love their pig—dead and roasted; but it is not for us! We know that pig, and SOME of the things he is fed on—but not all!

Ah; but this is DAIRY FARM PIG, a dainty little fellow, fed on the fat of the land, DAIRY FARM MILK and all the good things in pigdom.

Is there any difference in Pork? Well, for goodness sake, where do you live? Buy it, try it, eat it, then you will KNOW. Cooked to a turn—the Chinese know how—and the "crackling"—UM.

Don't wait for Christmas, you may be dead before that—and so may the pig!

October 18, 1912.

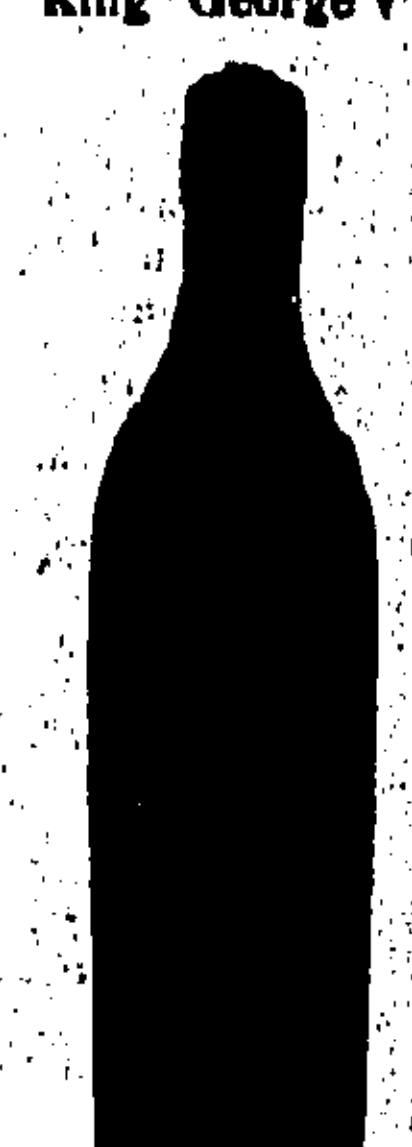
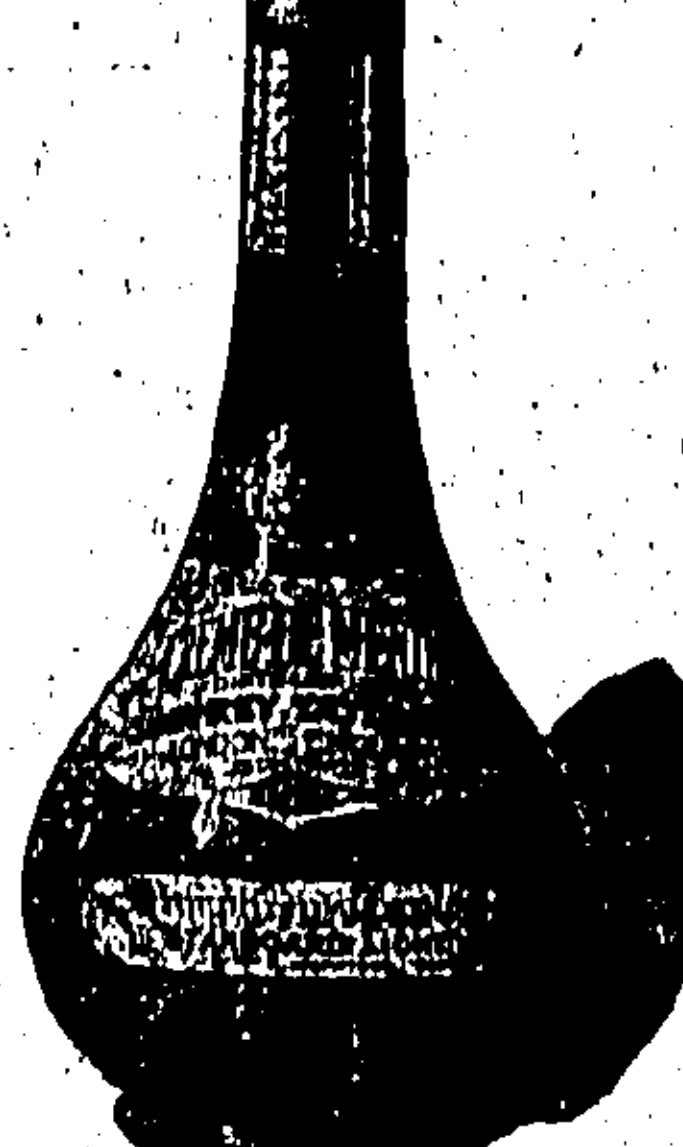
HUMPHREY TAYLOR'S
LIQUEURS

By Royal Warrant

to H.M.

of Appointment

King George V



GARNER QUELCH & CO.

Tel. 038.

SOLE AGENTS,

WM. POWELL,
LTD.

TELEPHONE 348.

HIGH CLASS GENTS' OUTFITTERS.
CHANGE OF SEASONS.

White "VIVELLA" Underwear

Guaranteed Unshrinkable,

Warmth Without Weight,

Beautiful

Soft Non-irritable Garments.

"TANSAN"

THE KING OF MINERAL WATERS.

Our claim is that sparkling Tansan stands alone, being not only the most delicious and digestable but the most invigorating of all natural Mineral Waters.

"It Prolongs the Period Of Youth."

"It Extends the Span Of Life."

Per Case of 48 Half Bottles \$ 7.25

Dozen of Half Bottles \$ 1.85

Case of 100 Quarter Bottles \$ 9.25

Dozen of Quarter Bottles \$ 1.25

SOLE AGENTS

GANDE, PRICE & CO., LTD.

Wine Merchants.

12, Queen's Road Central, Hongkong.

HONGKONG

Telephone No. 485.

Hongkong, 1st November, 1912.

Shipping

CANADIAN PACIFIC RAILWAY
COMPANY'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Sailings from Hongkong and St. John, N. B.			
"E. of Japan" ...	Satur. 16	"E. of Britain" ...	Fri. Dec. 13
"Monteagle" ...	Dec. 11	"E. of Britain" ...	Jan. 10
"E. of India" ...	Jan. 11	"E. of Ireland" ...	Feb. 7

All steamers leave Hongkong at 7 A.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, and Seattle.
Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Fodder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)
For Steamship On

SINGAPORE, PENANG, & CALOUTTA KUMSANG, Saturday, 2nd Nov., Noon.
MANILA LOONGSANG, Saturday, 2nd Nov., 2 P.M.
SHANGHAI & SWATOW HANGSANG, Sunday, 3rd Nov., 2 P.M.
SINGAPORE SAMARANG & SOERABAYA PAUSANG, Monday, 4th Nov., Noon.
TIENTSIN CHEONGSHING, Friday, 8th Nov., Noon.
MANILA YUENSANG, Saturday, 9th Nov., 2 P.M.
SHANGHAI, KOBE & MOI NAMSANG, Monday, 11th Nov., Noon.
RETURN TOURS TO JAPAN (Occupying 34 days).
The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lalsang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau & Newchwang.
Taking Cargo on Through Bills of Lading to Kaitum, Labad, Dairu, Singapore, Tawau, Uman, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET COMPANY
"SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
For Steamship DATE OF DEPARTURE.

LONDON & ANTWERP FLINTSHIRE 20th Nov.

Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG
FRIDAY, 1st NOVEMBER.

10.00 p.m. "KINSHAN." 5 p.m. "FATSHAN."
SATURDAY, 2nd NOVEMBER.

8.00 a.m. "HONAM." 8.00 a.m. "HEUNGSHAN."
10.00 p.m. "HEUNGSHAN." 5.00 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI," Tons 1651 S.S. "SUI AN," Tons 1651
HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO
(SUNDAY, 3rd NOVEMBER.
The Company's Steamship,

"SUI AN,"
will depart from the Company's Wing Lok Street Wharf at 9 A.M. and return from Macao at 5 P.M.

The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 589 Tons, and "NANNING," 669 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the office of the HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

REGENT MANSIONS (FIRST FLOOR),
Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

Destination Steamers and Displacement Sailing Dates.

MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID KITANO MARU, Capt. F. E. Cope, T. 10,000 { WEDNESDAY, 6th Nov., at 11 P.M.
YOKOHAMA, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID IVO MARU, Capt. R. Tokeda, T. 12,500 { WEDNESDAY, 20th Nov., at Daylight.

VICTORIA, B.C., & SEATTLE via MOI, KOBE, YOKKAICHI, & YAMAGUCHI SYOKOHAMA MARU, Capt. K. Noda, T. 12,500 { THURSDAY, 7th Nov., at Noon.
SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID SINABA MARU, Capt. S. Tomioka, T. 12,500 { TUESDAY, 19th Nov., at Noon.

SYDNEY & MELBOURNE via MANILA, LAY, HAWAII, TOWNVILLE and BUREN NIKKO MARU, Capt. M. Yagi, T. 9,800 { FRIDAY, 22nd Nov., at Noon.

BOMBAY & SINGAPORE via COLOMBO KAWACHI MARU, Capt. A. Christensen, T. 6,000 { MONDAY, 11th November.

CALCUTTA via SINGAPORE, PENANG, COLOMBO & RANGOON HAKATA MARU, Capt. H. Nomura, T. 12,500 { SATURDAY, 2nd November.

KOBE & YOKOHAMA TANGO MARU, Capt. K. Kawara, T. 13,500 { THURSDAY, 7th Nov., at 11 A.M.

SHANGHAI & KOBE JINSEN MARU, Capt. M. Machida, T. 5,000 { WEDNESDAY, 30th November.

SHANGHAI & MOI ISANUKI MARU, Capt. J. Iwanaka, T. 12,500 { WEDNESDAY, 6th November.

SHANGHAI & KOBE KIRIN MARU, Capt. Duguchi, T. 5,000 { MONDAY, 11th November.

N'SAKI, KOBE & YOKOHAMA KUMANO MARU, Capt. M. Winkler, T. 9,300 { WEDNESDAY, 20th Nov., at Noon.

1 Cargo only.
(Fitted with wireless telegraphy.)

PASSENGER SEASON FOR 1913.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	10,000	20th January.
Kaga Maru	12,500	12th February.
Asama Maru	10,000	26th February.
Hirachi Maru	13,000	12th March.
Miyasaki Maru	10,000	26th March.
Kitano Maru	10,000	9th April.
Iyo Maru	12,500	23rd April.
Utsunomaru Maru	10,000	7th May.
Tango Maru	13,500	31st May.

FOR AMERICA.

Steamer.	Tons displacement.	Leaving H.K.
Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)
T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamship To Sail.

SHANGHAI "LINAN" 2nd Nov. M'night.

HAIPHONG "SUNGKIANG" 3rd " 10 A.M.

MANILA, CEBU & ILOILO "TAMING" 5th " 4 P.M.

SHANGHAI "CHINHUA" 7th " 4 P.M.

TIENTSIN "HUICHOW" 19th " 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fan in Saloons. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MAJILA LINE—Twice "Tsun" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kallong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWICE-SREW STEAMERS (Akiu, Okama, Linan, Chihwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.
SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 38.
Hongkong, 31st October, 1912.

Shipping

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	J. Miller.	Manila, Mangarin, Iloilo and Cebu.	THURSDAY, 7th Nov., 4 P.M.
ZAFIRO	4000	Orca.	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 16th Nov., 4 P.M.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS
Hongkong 25th October, 1912.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

From Expected on 1st Nov. For Will leave on 1st Nov.
Jililwang JAPAN 1st half Nov. JAPAN 1st half Nov.
Jilipanas SHANGHAI 1st half Nov. SHANGHAI 1st half Nov.
Jilidodas JAPAN 1st half Nov. SHANGHAI 1st half Nov.
Jililroon JAPAN 2nd half Nov. SHANGHAI 2nd half Nov.
Jilimahi JAPAN 2nd half Nov. SHANGHAI 2nd half Nov.
Jilimanook JAPAN 1st half Dec. JAPAN 1st half Dec.
Jililap JAPAN 1st half Dec. SHANGHAI 1st half Dec.
Jililini JAPAN 1st half Dec. SHANGHAI 1st half Dec.
The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines to Europe.
PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer.	Tons	Captain	Date of sailing
S.S. "Tenyo Maru"	21,000	E. Bent	Nov. 5th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 26th, Noon.
S.S. "Chiyo Maru"	11,000	W. W. Green	Dec. 21st, Noon.
S.S. "Nippon Maru"	21,000	A. G. Stevens	Jan. 11th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Tenyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 6th Nov., at Noon.

INTERMEDIATE SERVICE.
The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico, at Manzanillo and Tehuantepec National Railway at Salinas Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.
PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer.	Tons	Date of Sailing.
Hongkong Maru	11,000	Tuesday, December 3, Noon.
Kyo Maru	17,500	Saturday, February 1, Noon 1913.
Boyo Maru	10,500	Thursday, April 3, Noon 1913.

For Further Particulars as to Passage and Freight, apply to
S. MORIMOTO, Agent
(KING'S BUILDING Opposite Blake Pier)

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	17,000 tons, twin screws.	15,000 tons, twin screws.	14,000 tons, twin screws.
Also Nile, 11,000 tons, China, 12,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (the Pacific of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Steamer and Passengers' Reading Light in each berth and Electric Fan in each sleeping tank. Is installed on deck for salt water plunge. Bathing suite on board. BAND. Philharmonic Band Concerts each afternoon and evening and also during T.M. and Dinner. CUISINE. The Cuisine is under the direct supervision of one of the world's most famous caterers. GAMES AND AMUSEMENTS. Deck Games, such as Chess, Shuffle board and all kinds of games, are arranged during the voyage, as well as indoor amusements, such as musical instruments, Dances and Vaudeville. Billiard table also arranged to while away the time. WIRELESS AND SUBMARINE SIGNAL SERVICE. The most powerful Wireless. Telegrams are sent on all steamers, and Submarine Signal Service is used as an additional measure of safety. HULL KEELS are fitted to ships to prevent rolling at sea, thus ensuring steadiness and constant comfort. THE COST is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £100, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE (SPECIAL RATES to officers, Army, Navy, Consular or Civil Service).

Steamers:	Tons	Starting	Nov. 13th, at 1 p.m.
Persia	9,000		
Korea	18,000		
Siberia	18,000		
China	10,000		
Manchuria	27,000		
Nile	11,000		

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.
Intermediate Steamers.
LET US PLAN AN ITINERARY FOR YOU
KING'S BUILDING (Opp. Blake Pier). FRID. J. HALTON, Telephone No. 141
Hongkong, 25th September, 1912. Agent.
Panama-Pacific International Expedition San Francisco-1913.

WING KEE & CO. 47-49, Coanought Rd.

MEE CHEUNG. ART PHOTOGRAPHER HONGKONG.

SHIPHANDLERS. PROVISION & COAL.

MERCHANTS. DEVELOPERS, PRINTERS & ENGRAVERS.

Telephone No. 1013.

MEMBERS. HONGKONG.

MEMBERS. HONGKONG.

LOG BOOK.

The Reims.

The trial trip of the Monitor steamer Reims took place in September at Sunderland. This vessel has been built for Messrs. Fearley and Eger, of Christiania, and is the second vessel of the same type which these owners have taken delivery of. She has been constructed by Messrs. Osbourne, Graham & Co., of Hylton, Sunderland, with engines by Messrs. George Clark, Ltd., of Sunderland. Her dimensions are 27ft. by 30ft. 10in. by 20ft. 7in., with engines 20, 33, 54, by 36in. stroke. The trial was satisfactory in every way. With a deadweight on board of 3,282 tons a speed of nearly 10 knots was attained. The vessel generally gave the same results as those obtained in the steamer Monitor, the first vessel built to the corrugated design. It may be noted that this is the fourth Monitor vessel now afloat. Two more are being built by Messrs. Osbourne, Graham & Co., and other, of about 3,300 tons deadweight, is being built at Fredrikstad, Norway. This is the first vessel of this type to be built in another country.

B.I. Skipper's Case.

An application has been made at Llangoon to withdraw the case against Captain A. R. V. Handcock, master of the B.I. steamer Arankola, who it was alleged in a plaint submitted to the district magistrate came on August 13 into Llangoon harbour without a pilot, and offence under section 31, India Pilot Act of 1908. The matter was ordered to be put before the district magistrate when he resumed duty.

P. and O. s.s. Arabia.

The P. and O. Company have issued the following notification: The "Arabia" only suffered slight damage in the accident in the Thames and proceeded after such minor repairs as were necessary had been effected. She will leave Marseilles on Saturday, 10th instant, and may be expected to arrive in Bombay up to time on Friday, November 1.

Record Boat-Lowering.

What would appear to be a record in rapid lowering of boats, says a correspondent of the "Rangoon Gazette," was made on the steamer R-jiput of the Asiatic Steam Navigation Company a few days ago, when as an exhibition the commanding officer gave the distress signal on board and had all the crew stationed at their respective boats and had six boats lowered in sixty-five seconds. If this practice were universal, there need be no loss of life through slowness or delay in lowering the boats when occasion arises.

Fire on Spanish Mail Steamer.

A telegram has been received that a fire had broken out in the hold of the outward Spanish mail steamer "Legaspi" and that it was speedily extinguished. The "Legaspi" is on her maiden trip to Singapore, says the "Free Press," and as the telegram was dispatched from Barcelona the supposition is that the fire broke out on the voyage from Liverpool to Barcelona. The fire will not, however, interfere with her itinerary, and she is due to arrive on the 2nd November on her way to Ilo-Ilo and Manila.

Dredging at Dalny.

Dredging operations on a three years' programme of West (Main) Quay, Dalny, together with that of the water-area inside the North-western Breakwater now in course of construction, has just been sanctioned by the Kwangtung Government. According to the plan prepared by the S.M.R. Harbour Works Office, West Quay will be dredged to the depth of 24-30ft. at low water, and the above-mentioned water-area to the depth of 20-30ft. to the extent of 22,000 saho.—"Manchuria Daily News."

The Manchuria's Silk Freight. The keen competition for trans-Pacific freights following on the rupture of the Pacific Freight Conference, has led to a reduction of over 60 percent on the overland silk freight of the silk which left Yokohama by the P.M. steamer Manchuria. It was expected, says "Shipping and Engineering," that still greater reductions would be made by the Elbe Funel steamer Koonan and the T.K.K. steamer Chiyo Maru which were due to leave Yokohama on October 10.

**John Henry / L. Dan Vidler Hand Carved - Nat. Museum, Wash.
The Workshop / Dan and Neil Hunt - Jacksonville, Fla.**

Mail Steamers

Printed and Published by the Proprietor, Dr. J. W. Nichols,
17, Des Vaux Road Central, in the City of Victoria, Hongkong.